

MINUTES OF THE FLOOD CONTROL ADVISORY BOARD

January 26, 2000

The regular monthly meeting of the Flood Control Advisory Board was called to order by Vice Chair Rogers at 2:10 p.m. on Wednesday, January 26, 2000.

Board Members Present: Gilbert Rogers, Vice Chair; Mike Saager; Paul Cherrington, Ex Officio; Cindy White, Ex Officio.

Board Members Absent: Melvin Martin, Chair; Shirley Long, Secretary; Hemant Patel; Tom Callow, Ex Officio.

Staff Members Present: Mike Ellegood, Chief Engineer & General Manager; Tom Johnson, Deputy Chief Engineer; Julie Lemmon, General Counsel; Dick Perreault, CIP/Policy Branch Manager; Afshin Ahouraiyan, Project Manager; Bobbie Ohler, Project Manager; Greg Jones, Project Manager; Joe Young, Management Analyst; Barbara Hummell, Contracts Manager; Kathy Smith, Clerk of the FCAB; Monica Ortiz, Administrative Coordinator.

Guests Present: Fred Carpenter, Town of Wickenburg; Ed Fritz, MCDOT; Lonnie Frost, Town of Gilbert; Dan Matthews, City of Phoenix; Steve Miller, Project Engineering Consultants; Lute Obaidi, Brooks, Hersey; Jean Rice, County Attorney's Office; Dick Schaner, Town of Queen Creek.

- 1) Recognition of FCD Employee of the Quarter.

Steve Tucker, Employee of the Quarter Committee member, introduced Ana Gorbenko to the Board.

- 2) Approval of the Minutes of the December 6, 1999 FCAB Meeting.

IT WAS MOTIONED TO APPROVE THE MINUTES AS SUBMITTED. THE MOTION CARRIED UNANIMOUSLY.

- 3) Intergovernmental Agreement (IGA) FCD 2000A003 between the Flood Control District and the Town of Gilbert for the Warner/Greenfield Park Basin Project.

Afshin Ahouraiyan, Project Manager, presented this IGA with the Town of Gilbert that will allow for cost sharing between the District and the Town for the acquisition of rights-of-way, removal of existing structures and relocation of residents for the Warner/Greenfield Park Basin.

The project site is 1.8 acres in size and is bounded by the SRP Eastern Canal on the west, Greenfield Road on the east and Warner Road on the south. The property is within a 100-year floodplain

caused by ponding and flows along the Eastern Canal. Because of the slope of the land, drainage eventually makes its way down to the Crossroads Park Detention Basin.

The project was requested by the Town of Gilbert and approved by the District in the FY 00/01 CIP Prioritization Procedure. The FCAB approved the Resolution at their December 6, 1999 meeting for staff to draft an IGA between the Town of Gilbert and the District. Subsequently, the Board of Directors approved the Resolution on January 5, 2000. The total project cost estimate is \$330,000.

The District's responsibilities are to review and approve the appraisal and the offer that is made on the property. The District will pay 50% of the cost, not to exceed \$165,000, for rights-of-way purchase, clearing of the improvements, and relocation of the residents. The Town of Gilbert will be responsible for the appraisal and acquisition of the 1.8-acre parcel. The Town will obtain the District's approval prior to making an offer for the property. The Town will remove the existing structures and provide for relocation of the residents. The Town will also be responsible for owning, operating and maintaining the property and to provide site security at no cost to the District. Finally, the Town will be responsible for the funding of any recreational improvements to the property.

Staff recommends that the FCAB approve and recommend to the Board of Directors approval of this IGA with the Town of Gilbert for acquisition of necessary land rights, removal of existing structures and relocation of the residents.

Discussion:

Cherrington: Do we know how many residences are affected?

Ahouraiyan: There are two structures on the site and two families residing on the property.

Saager: Are you aware of the negotiations that are going on with these two homeowners? Are you buying them out?

Ahouraiyan: There are two structures with residents currently living there. Part of the negotiation is that the District will be involved with the review of the appraisal for the purchase of the property. We have included in the IGA that the District must approve the appraisal and the offer before any progress is made on this project. The Town is taking the lead on that part, but they will present this information to us for review.

Saager: Do you know, Mike, if we can get any kind of information in writing about how those negotiations are coming?

Ellegood: We will have the review authority of that. I do not know currently what the negotiations are. Probably pending this IGA, they may not have begun yet. There is a representative here from the Town of Gilbert; perhaps he could answer that question.

Lonnie Frost, Director of Public Works, Town of Gilbert: We are in the final throws of doing the appraisal and have an appraiser under contract to do that. We should be able to provide staff with those numbers very shortly.

Saager: Do you know if the homeowners have been contacted yet?

Frost: Yes.

Saager: Are they cooperating?

Frost: Yes.

Saager: If there is any way, Mike, that we could have information on the appraisals and negotiations included when we review these acquisitions, it would be helpful.

Ellegood: When we receive the appraiser's report and the data, we can forward this to Mr. Saager.

Saager: A lot of times it is in the best interest to the municipality, in this instance the County, to negotiate. The legal fees and everything else are so exorbitant that sometimes there are negotiations that need to go on. Sometimes it may be more expedient to go ahead and pay a little bit more for the land in lieu of going back and forth and paying all these legal fees, and sometimes it isn't.

Ellegood: Thank you very much for your comments and interest in this, Mr. Saager. Let's make sure we include this information.

MR. CHERRINGTON MADE A MOTION TO APPROVE STAFF RECOMMENDATION. MS. WHITE SECONDED THE MOTION AND IT CARRIED UNANIMOUSLY.

- 4) Intergovernmental Agreement (IGA) FCD 2000A004 between the Flood Control District and the Town of Queen Creek for the Queen Creek Wash Improvements Project.

Afshin Ahouraiyan, Project Manager, presented this IGA with the Town of Queen Creek that will allow for cost sharing between the District and the Town for rights-of-way acquisition, design, construction and construction management for the Queen Creek Wash Improvements Project, between Power and Hawes Roads.

The project is to channelize and improve the capacity of the Queen Creek Wash from Hawes Road northwest to Power Road for approximately two and one-half (2.5) miles. The general flow is in a northwest direction. Originally FEMA designated the area as a 100-year floodplain as shown on the FEMA maps. Based on a flood insurance study that was conducted in-house by District staff, it was determined that the 100-year floodplain was larger than what FEMA originally designated. Significant breakouts of flood flows occur, particularly along the north bank of the Queen Creek Wash. Preliminary results of the on-going Area Drainage Master Plan for Queen Creek and Sanokai Washes indicate that the most feasible solution for Queen Creek Wash to preclude the breakouts is to increase the cross section of the wash to contain the 100-year flood flows. This project consists of channel excavation and replacement of the Sossaman Road Crossing.

The Town of Queen Creek submitted this project to the District during the FY 00/01 CIP Prioritization Procedure. The District evaluated the project and the FCAB approved the Resolution for staff to draft an IGA with the Town of Queen Creek and to include funds in the District's Capital Improvement Program. Subsequently, the Board of Directors approved the Resolution in their meeting of January 19, 2000. The total project cost is estimated to be \$6 million.

The District's responsibilities for this project are to review and approve the design construction plans and the bids for the project. Staff will review and approve any landscape amenities proposed for this reach to assure hydraulic conveyance of the flows. The District will fund \$170,000 upon completion and approval of the design and permitting process; \$250,000 for the road crossing improvement at the Notice to Proceed for construction of the Sossaman Road Crossing; and \$2 million for channel improvements. The Town of Queen Creek will be the lead for the design, rights-of-way acquisition, construction, and construction management. The Town will fund all other project costs, including landscaping and recreational amenities for this reach. The Town will acquire land-rights at no cost to the District, and they will be responsible for owning, operating, and maintaining the project at no cost to the District.

Staff recommends that the FCAB approve and recommend that the Board of Directors approve this IGA with the Town of Queen Creek for the Queen Creek Wash Channel Improvements.

Discussion:

White: The amount of money shown here, \$2.4 million, is that for the road crossing and the channel? You mentioned the total cost for the project is \$6 million. Is the Town's responsibility then the remainder of the costs for the land acquisition and maintenance? Is that how you came up with the \$6 million?

Ahouraiyan: The \$6 million is based on a cost estimate that was submitted to the Town. The District has offered \$2.4 million for the project, which is 40% of the project. The Town is working with the developers in the area to acquire part of the land and then have them participate with the funding of this project. That way, we are ahead of the developers before they start building homes and possibly putting people in the floodplain.

Rogers: The water runs down and goes west. Who are we dumping it on?

Ahouraiyan: It eventually gets discharged into the East Maricopa Floodway, which takes the water down to the Gila River. This is part of one of the District's projects that we maintain and operate.

Rogers: It's already there?

Ahouraiyan: Yes, it's already there.

Cherrington: The EMF proposal that you had recently assumes this is going to happen and will accept that additional water?

Ahouraiyan: Yes. It is part of the Area Drainage Master Plan that includes Queen Creek and Sanokai Wash and does include the improvements in the channel. Also, in the EMF study that we are currently conducting, the hydrology/hydraulic analysis considers the improvements to this channel as a future amenity.

Cherrington: The original hydrology and hydraulics that was done, that delineated the 100-year floodplain, was that done by the District? What was not included in that or what has changed that has caused the Sossaman Road Crossing to be a constriction? Was that not there when the original hydrology was done?

Ahouraiyan: I'm not sure if Sossaman Road Crossing was there then or not. What I know is that right now it is causing a constriction of the flows because the water backs up at the Crossing. Rather than going through, it just sits and eventually it overflows its banks. Dick Shaner from the Town of Queen Creek is here and he may be able to answer this question more clearly.

Dick Shaner: I was not aware of the study that established the floodplain delineated by the dark blue line. The Sossaman Road Crossing culverts have been there for a long time. What happens now is that they will overtop, and by the time it builds up to overtop, it also breaks out along the sides. That particular restriction has been there, but I don't know the origin.

Cherrington: So we really don't know if the magnitude of the 100-year storm is the same or what has caused the overflow. Something had to cause the change if the magnitude is the same. I guess it begs the question, as an engineer, who screwed up the first time, unless something changed. And, I would hope we don't have a lot of them out there where we delineated floodplains and suddenly property owners around there are subjected to new floodplain areas and we are not aware of it.

Shaner: That stretch of Queen Creek Wash all the way to Hawes Road west is bermed up on the sides. It may be possible that the original dark blue lines considered the berms as being adequate. They are non-engineered berms and were not considered in the analysis that established the light blue lines and were assumed to be non-existent.

Cherrington: Is MCDOT involved in this as much as they are in the floodplain?

Ahouraiyan: Yes. They are contributing \$250,000 towards the Sossaman Road Crossing costs.

White: When this channel is reconstructed, will the floodplain be redelineated?

Ahouraiyan: To be contained within the channel, yes. That is the main purpose of doing the channelization of the project. Also, this is part of the bigger picture, because the Town of Gilbert has also improved Queen Creek Wash west of Power Road so that the flows are contained within that stretch also. So, it is part of a continuation project for that entire area.

MR. CHERRINGTON MADE A MOTION TO APPROVE STAFF RECOMMENDATION. MS. WHITE SECONDED THE MOTION AND IT CARRIED UNANIMOUSLY.

5) Resolution FCD 1999R020 authorizing the Wickenburg Wash “Q” Drainage Project.

Bobbie Ohler, Project Manager, presented the Wickenburg Wash “Q” Drainage project submitted by the Town of Wickenburg. The Resolution authorizes the negotiation and preparation of an Intergovernmental Agreement (IGA) for cost sharing, permit acquisition, design, construction, construction management, and operation and maintenance of this project.

The Town of Wickenburg constructed their Wastewater Treatment Facility (Facility) in the 1970’s and originally attempted to avoid inundation by the 100-year flood. The District published the Wickenburg Area Drainage Master Study in 1992. The 100-year flood down Wash “Q” was revised and it indicates that the 100-year flood will inundate the Facility. Arizona Department of Environmental Quality is requiring Wickenburg to protect the Facility from the 100-year flood in order for the Town to get their Aquifer Protection Permit.

The Town of Wickenburg requested a cost share during the District’s FY 00/01 CIP Prioritization Procedure. Wickenburg proposes that they be the lead agency and in charge of design, construction, construction management and permit acquisition. The Town will also take on all costs for operation and maintenance of the project once it’s constructed, and are asking for a 60 percent cost share from the District.

The project is for installation of additional culvert capacity through the railroad embankment. The benefits of the project will provide protection from the 100-year flood, prevent damage to the Wastewater Treatment Facility, and enable Wickenburg to obtain their Aquifer Protection Permit which will prevent contamination of the Hassayampa River and Hassayampa River Preserve from untreated wastewater.

Staff recommends that the FCAB approve and recommend to the Board of Directors that they adopt this Resolution to implement the Wickenburg Wash “Q” Drainage Project through development of an IGA and the inclusion of funds in the District’s Five Year CIP.

Discussion:

Ellegood: Ms. Ohler did not state this in her presentation, but the cost is about \$100,000.

Essentially the project consists of simply adding a culvert to the existing array of twin box culverts underneath the BNSF Railroad.

White: You mentioned that it would be a 60/40 split; would the District’s share be \$60,000?

Ohler: The proposed verbal agreement we have with the Town is for a 60/40 share and the District’s share would be capped at \$60,000 if the project goes over \$100,000. The Town is planning to take on all costs for operation and maintenance of the project.

Cherrington: The culverts sound like the Sossaman Bridge only on a smaller scale. Was there a 100-year floodplain when they designed the Wickenburg Water Treatment Plant so that the culvert was under-designed?

Ohler: Basically, when the Town designed the Treatment Plant in the 1970’s and worked with their engineer, they did a simple hand equation to figure out their flood flows. The District came into the picture in 1992 when we did the Wickenburg Area Drainage Master Study which studied many of the washes in the area, and we happened to do Wash “Q”. The Town thought the 100-year flood was 419 cfs and with the new HEC 1 Procedure, our HEC 1 indicates that it is 584 cfs now.

Cherrington: So the Flood Control District determined it after they had done their study.

Ohler: Yes. As it is now, our 25-year flood wouldn’t even take care of the treatment plant because it is much higher.

MS. WHITE MADE A MOTION TO APPROVE STAFF RECOMMENDATION. MR. CHERRINGTON SECONDED THE MOTION AND IT CARRIED UNANIMOUSLY.

6) Resolution FCD 2000R001 authorizing the Durango ADMP Project(s).

Greg Jones, Project Manager, presented the Durango Area Drainage Master Plan (ADMP) project(s), which may involve the Maricopa County Department of Transportation (MCDOT), the City of Phoenix, the City of Tolleson, the City of Avondale, and the Salt River Project. The Resolution authorizes the negotiation and preparation of Intergovernmental Agreements (IGAs), advanced acquisition of real property, the right to condemn, and the inclusion of funds into the Five Year CIP.

The ADMP area is bounded on the north by I-10, on the west by the Agua Fria River, on the south by the Salt/Gila River, and on the east by I-17. Within the ADMP there are four jurisdictional entities – we have Avondale on the west, Tolleson in the center, Phoenix in the east & central area, and Maricopa County in the remaining incorporated areas. The drainage pattern for this area is generally from the north to the south; however, the Roosevelt Irrigation District (RID) and the railroad that is located along Van Buren and Buckeye interrupt the flows. In the south, there is a canal known as the Buckeye Feeder Canal, which also diverts some of the flows out to the Gila River.

We have recently completed three studies that identify two regional projects. These studies have included the floodplain delineation of the Tolleson area, the Tolleson Candidate Assessment Report, and MCDOT's 115th Avenue Drainage Concept Report. Two regional projects, the Buckeye Feeder Ditch and the Tolleson Regional Outfall (just north of the railroad), will be further studied in the Durango Area Drainage Master Plan. MCDOT is preparing the final design plans for improving 115th Avenue from MC85 up to I-10, which intercepts the Tolleson Regional Outfall. Eventually MCDOT may improve 115th Avenue all the way from the Gila River to the north, which will intercept the Buckeye Feeder Ditch project.

Staff recommends that the FCAB approve and recommend to the Board of Directors that they adopt this Resolution which authorizes the negotiation and preparation of IGAs, the advance acquisition of real property, the right to condemn, and the inclusion of funds into the Five Year CIP.

Discussion:

Rogers: We didn't talk about cost?

Jones: At this time we are only asking for the authorization to negotiate IGAs. We are still further defining the actual projects.

Cherrington: What is the fastest a project like this could go? What would drive it to get done in a hurry?

Ellegood: In a real sense, what would drive this project is the availability of funds. We are just getting started. This is part of our overall strategy to try to stay ahead of development. That area is developing, or will develop within the next few years. If we can start this process concurrent with development, there are some things we could work on with developers or other jurisdictions out there as the area develops to offset costs. It, like many of the other areas where we are starting in now, is developing. To answer your question, I guess development pressures would move it along, opportunities, such as the opportunity that Greg spoke to relative to cost share with MCDOT, and availability of funds are probably the three factors that would drive it.

Cherrington: I think we are behind development already. There is a lot of development that is going on out there. As the operator of the Buckeye Feeder Ditch, we are having to take positions that are viewed as unreasonable and irrational, but because of litigation, are necessary. We are having lots of meetings with your staff on that issue. All I'm saying is that it's a major problem

because there is a lot of construction going on and the developers are having to pay a lot of money because we don't have something done.

Jones: Within the Durango Area Drainage Master Plan we have accelerated the Buckeye Feeder Ditch for a solution in that area. We are looking at trying to have a solution identified in approximately 120 days.

White: What is the timeframe currently for this study? This is just going to identify solutions; it's not actual design, right?

Jones: It will take it to 15% conceptual design.

White: What is the timeframe for the whole Durango Study?

Jones: For the whole study, we are looking at 335 days from NTP, which was November 22, 1999.

Lemmon: You just mentioned that you are going to be doing design. Are you doing that with an outside consultant?

Jones: We are doing preliminary designs, and the consultant on board is Dibble & Associates.

Lemmon: Are they already under contract to the District?

Jones: Yes.

MR. CHERRINGTON MADE A MOTION TO APPROVE STAFF RECOMMENDATION. MR. SAAGER SECONDED THE MOTION AND IT CARRIED UNANIMOUSLY.

7) Proposed FY 00/01 Budget.

Joe Young, Management Analyst, presented the FY 00/01 Budget for approval and recommendation to the Board of Directors for approval. Mr. Young showed a breakdown of revenue and comparison to the FY 99/00 Budget. He proposed that we would receive \$76 million from various sources, which is up compared to last year. The sources include 59% from property taxes, 33% cost sharing from the partners we deal with, and smaller amounts of revenue from interest, license fees, rental income, and excess land sales. Mr. Young went on to review the expenditures, broken down into the Operating Expenditures and the Capital Improvement Projects. We are very close to where we were last year. Our Capital Outlay is at \$1.4 million, which is double what it was last year. This is due to the need to replace several vehicles. Personnel Services is higher than the previous year due to the importance that has been placed on getting staff salaries up to where they should be. The CIP is where we spend most of our money. Personnel Services and Supplies & Services are at 13% and the Fixed Assets at 2%.

Discussion:

Cherrington: On the big jump in revenue and excess land sales, did you have a lot of land to sell?

Young: There was about a \$2 million jump in the excess land sales in the coming FY over what we had this FY. I'm not sure what parcels are involved, but yes, we're at about \$2.5 million for excess land sales compared to last year at \$470,000.

Cherrington: That is based on specific lands that you are aware of that are identified as excess land?

Young: Yes. The Excess Land Committee does identify land that has been named excess after the project is finished and for one reason or another we do not require the land any more. It is identified by specific parcels and declared excess.

White: The fee increase we voted on earlier, is that part of this budget of the fees you take in from the developers?

Young: Yes. That comes in under the Drainage Fees, Licenses & Permits in our Revenue. It is included in that figure.

Saager: Can we get a copy of the excess land sales?

Ellegood: I recommend that you talk with Jim Schwartzmann on that and he can make available what he has.

Saager: It seems like it's a pretty big jump. Does anyone gauge appraisers for what we are getting for the properties?

Ellegood: Yes we do. It's a jump over this year, but if you look at previous years, it's not that large of a jump. Last FY we sold over \$5 million. It varies from year to year, depending upon when projects are completed and what properties are in excess. This is pretty normal. I recommend you go over it in detail with Mr. Schwartzmann.

Young: About \$500,000 of that figure is from collecting contracts for two different parcels that were sold in prior years. This is not from all new parcels that are being sold.

MR. CHERRINGTON MADE A MOTION TO APPROVE STAFF RECOMMENDATION. MS. WHITE SECONDED THE MOTION AND IT CARRIED UNANIMOUSLY.

- 8) FY 99/00 Second Quarter Budget Performance. This item was for information only. No action was required.

Joe Young, Management Analyst, presented the FY 99/00 Second Quarter Budget Performance for information only. Mr. Young showed a comparison of the Annual Budget amounts to the Actual Budget amounts that have been collected through 12-31-99, which is 50% of the fiscal year.

- 9) Comments from the Chief Engineer and General Manager. This item was for information only. No action was required.

As you know, John Miller retired from the Board and was replaced by Mr. Saager. We are anticipating a presentation to Mr. Miller for his participation with the FCAB for 21 years at the Board of Supervisors meeting on February 2, 2000. It will be held at 9:00 a.m. and if anyone is interested in attending, I'm sure Mr. Miller would be pleased to have your participation.

There were a series of meetings over this past month involving SRP and a number of folks concerning our South Phoenix Laveen area. Back in 1991/92, there was an Area Drainage Master Study completed and a floodplain identified. Quite a bit of interest was expressed, both by the City of Phoenix and by several property owners adjacent to this area. It was decided at that point that this area would not be formally delineated and identified as part of a FEMA map. Rather, we would work to put improvements in place such that the flood hazard zone would be reduced somewhat. The City of Phoenix has identified that area as one of the two most rapidly growing areas within their jurisdiction. In a meeting with their planning folks back several months ago, we were asked to partner with them in developing an appropriate flood control strategy for that area. You may recall that the 4th of July floods last summer created some problems in the South Phoenix Laveen area, including the Laveen Elementary School that suffered about one-quarter of a million dollars worth of damage and had flood damage in 16 of 22 classrooms there. A number of factors have all combined which suggest that we need to step back into that. We know that this area is rapidly developing. We are required by State Statute to delineate that flood zone. We still have substantial interest on behalf of the property owners, Salt River Project (SRP), and City of Phoenix to implement a strategy that will allow that area to develop safely, but still preserve property values, etc. We are exploring quite aggressively with property owners and the municipalities involved and with the SRP some joint projects to see if we can't mitigate flood hazard areas and develop a strategy that will allow that area to develop and still preserve property values. It's an on-going effort. We are meeting again on February 7th at the SRP. This has very high level interest, both by our Board of Directors, the City Councilman from the City of Phoenix for that area, senior membership of Board of Directors of the SRP, property owners – a member of our Board, Mr. Rogers. It has quite a bit of high-level attention, so we are hoping that jointly we can work out something where everybody is in a win-win

situation. It will take a major part of my personal time and effort and we will have to work through a number of things in the coming months.

- 10) Summary of Recent Actions by the Board of Directors. This item was for information only. No action was required.

Supervisor Andy Kunasek has been elected Chairman this year of the Board of Supervisors, which is our Board of Directors. There have been no controversial issues brought before the Board to date. There is one project that is quite controversial that has been continued now for two meetings, and that deals with a proposed improvement in the El Mirage area. El Mirage is proposing a major subdivision – 1,000 homes, or something like that – which lies within the Luke Airforce Base Aircraft/Airport Compatibility Use Zone and within the 65 LDN Zone. There is quite a divided opinion on our Board of Directors as to whether or not that is the right thing to do. This project that has been continued twice is now scheduled, I think, for the second meeting in February (February 16, 2000) and deals with a capital improvement project to mitigate flooding, both in El Mirage and in the City of Surprise. I have no idea what the outcome will be. It is a project that has been approved by the FCAB.

Many of you probably saw on television or read in the newspaper that we are in the process of doing some cleaning of the Salt River, downstream of Tempe Town Lake. That got quite controversial. Several members of the environmental community felt that we were disturbing some habitat out there. I can assure you that we did an environmental clearance before we started our maintenance effort and we received a 404 Clearance from the Corps of Engineers. We are avoiding cottonwood, willow, and other tree species that we want to preserve. We did find what appeared to be an abandoned beaver lodge in the river; it turned out it wasn't abandoned, so we are working around that. We are about to enter into some discussions with the City of Phoenix, Aviation Department, to continue maintenance efforts downstream in order to keep that water moving past the end of the runway. We don't want to move it from Tempe closer to the Airport and then have it pond there and create a problem for the Airport. So we are working with them to determine how to best do that maintenance work.

- 11) Other Business and Comments from the Public. This item was for information and discussion only. No action was required.

The meeting adjourned at 3:30 p.m. by general consent.

Shirley Long
Secretary of the Board

Kathy Smith
Clerk of the Board